

THE VICTORIA DAILY STANDARD.

VOLUME 5

VICTORIA, V. I., FRIDAY MORNING, NOVEMBER 8, 1872

NUMBER 122

THE DAILY STANDARD, DECOSMOS & LONG.

PROPRIETORS.

TERMS.

WEEKLY STANDARD, PUBLISHED EVERY TUESDAY MORNING.

TERMS.

AGENTS.

DRY GOODS!

A. B. GRAY

Has just received per Prince of Wales

DRY GOODS.

Jet Ornaments and Fancy Jewellery.

NEW CANDY STORE.

L. F. Baumann

Candy Manufacturer

HAVING JUST PREPARED A CHOICE

MONEY TO LOAN

AT LOW RATES ON FIRST CLASS

TOWN AND COUNTRY PROPERTY FOR SALE

ACCOUNTS ADJUSTED OR KEPT.

RENTS AND DEBTS COLLECTED.

ARTHUR STRONG.

GENERAL CONTRACTOR, DUST MOVER, CESSPOOLS.

PRINCE OF WALES

Livery and Sale Stables.

J. T. DUNLOP, Proprietor.

Carriages Buggies

Good Saddle and Carriage

HASTINGS SAWMILL CO.

BURBARD INLET, B.C.

ALL DESCRIPTIONS OF

Lumber, Timber, Spars.

QUICK DISPATCH GUARANTEED.

DICKSON CAMPBELL & CO.

For Sale.

FOUR ACRES OF GOOD LAND, situated on the

Wanted.

For Sale.

New Advertisements.

THE LIEUTENANT GOVERNOR'S OFFICE.

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By Command.

A. BUCK ROBERTSON, Provincial Secretary.

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Miscellaneous Advertisements.

L. COYRHAU.

SPRING VALLEY NURSERY.

OFFERS FOR SALE.

ROYAL HOSPITAL NOTICE.

FOR SALE.

THE WELL BUILT SCHOONER.

FAVORITE.

E. WILLSON.

Family Grocer.

MUSCATEL RAISINS.

GROCERIES TEA & COFFEE.

NEW GROCERY STORE.

J. FINLAYSON.

GROCERY STORE.

THE O.D. STAND.

FELL & COMPANY.

GROCERIES.

GEORGE'S MARKET.

VENISON & GAME.

NOTICE.

JACKSON LAWRENCE.

MAIL CONTRACTS.

THOS. STOREY.

Contractor & Builder.

GOVERNMENT STREET.

BOARD.

SEA WATER BATH HOUSE.

James Bay.

100 TONS OF CEMENT FOR SALE.

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100 TONS OF CEMENT FOR SALE.

NEW ADVERTISEMENTS.

AUTUMN GOODS.

EX "CORSIKA" VIA SAN FRANCISCO.

A very Large Assortment of

DRY GOODS, CLOTHING, &c.,

For the Wholesale Trade, Arrived by "Prince Alfred."

TURNER, BEETON AND TUNSTALL,

WHARF STREET.

NEW GOODS.

EX PRINCE OF WALES FROM LONDON,

CALIFORNIA, OREGON AND SANDWICH ISLANDS.

THE HUDSON'S BAY CO.

Offer for Sale in Bond or Duty Paid,

the following New Goods:

Wines, Spirits &c.

DRY GOODS.

CLOTHING, Hats and Caps, Hosiery.

CARPETS—New Patterns of Crompton.

TEA—Fine Oolong, Souchong and Hyson.

Cross & Blackwell's

PICKLES and SAUCES.

CHEESE—White and Cheddar.

SUGAR—Refined Loaf in casks, Crushed and Sandwich Island in tins and kegs.

DR. MILLS BOWDEN.

FARM FOR LEASE OR SALE.

CITY OF GLASGOW.

Life Assurance Company.

WELCH, RITNEY & CO.

IMPERIAL

Fire Insurance Company.

THOS. STOREY.

Contractor & Builder.

GOVERNMENT STREET.

BOARD.

SEA WATER BATH HOUSE.

NEW ADVERTISEMENTS.

Esquimaux Graving Dock.

THE GOVERNMENT OF BRITISH COLUMBIA.

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We observe by the Eastern American exchanges that there exists a feeling of great uneasiness in New York commercial circles in view of the fact that the channel through which the produce raised in the Western States and the valley of the Mississippi has heretofore found its way to the seaboard is being diverted from New York down the St. Lawrence to Montreal. It is alleged that New York, instead of receiving about eighty per cent. of those productions designed for foreign markets, as formerly, is now getting but a trifling over fifty per cent., and that the balance goes by the River St. Lawrence through the Welland Canal to Montreal, or down the Mississippi to New Orleans, and thence by ship to foreign ports. For very many years New York has enjoyed almost a monopoly of this trade, amounting to millions of dollars annually, and taking advantage of the favorable circumstances in which those engaged in the forwarding trade were placed, exacted such exorbitant charges on freight as to compel shippers to seek a less expensive channel through which to reach the seaboard with their produce. It seems that the transportation of produce down the Mississippi within the past year or two has largely increased, and is still increasing; but this only proves that agricultural pursuits in the Southern and extreme South-Western States are recovering from the shock they received during the great rebellion, and not that any material change has taken place in the current of trade in respect of the great grain-growing States of the West in favor of the route to New Orleans. There is one obstacle in the way of the Mississippi route becoming a popular one for the conveyance of breadstuffs to the Atlantic seaboard, even though it should be a financial point of view possess advantages over the New York or Montreal route, which, so far as the Western States are concerned, is held not to be the case, and that obstacle consists in the deleterious influence which the extreme heat has upon wheat and other grains while passing through those tropical regions. The heat causes the grain to sweat and become mill-dewed, and this, if it does not entirely destroy it, very materially depreciates its value in the European markets. Hitherto all efforts to overcome this climatic difficulty have proved futile, and probably it never will be overcome. It will therefore be seen that it is not the Southern route to the ocean that the New Yorkers have to fear as a competitor for the carrying trade of the West, nor is it the growth of the trade via the Mississippi that they attribute a falling off in their own receipts equal to about thirty per cent. Statistics recently published show that in an equal ratio to the decrease in the carrying trade of New York has that down the St. Lawrence to Montreal increased; and it is in view of this fact, this gradual change in the current of trade, that the forwarders of New York are just now manifesting a nervous anxiety, and discussing what steps they had better take to check the evil. Being a part of the Dominion, and participants in its general prosperity, British Columbians cannot but view with satisfaction whatever tends to the development of its resources, the increase of its trade, or the growth of its commerce. However disagreeable it may be to our American friends to see the productions of their western possessions, which are annually increasing in volume, gradually slipping from their control, and instead of finding their way to the seaboard via the Erie Canal or by rail, passing through the Canadian Canals and down the St. Lawrence to Montreal, it would appear that such is the inevitable result of the superior facilities which the Canadians possess over them as carriers of the products of the west to the seaboard, and if the Canadians have so much the advantage over the Americans now in the carrying trade of the West, what chance will the New Yorkers have when the Canadian canals are enlarged so as to admit the largest class of seagoing ships to pass through and receive their cargoes at the docks of Chicago, and without transshipment convey them direct to Liverpool or other ports in Europe? That the Canadians have the whip hand of the Americans in this matter, none know better than the Americans themselves. And that they are destined to maintain their commercial supremacy in respect of this Western trade, is scarcely susceptible of a doubt. An Oregon contemporary commenting upon this subject says: "The New York Herald, looking at these facts, discusses the necessity of inventing some means to meet this new exigency. It thinks New York must do something in the premises, or her commercial interests will feel the serious consequences. As things now stand, so much is eaten up by the cost of transportation to New York, that there is but the merest trifle left to the producer. The Herald suggests the building of new lines of railroad, which shall be devoted to the transportation of freight only, avoiding the present expensive system of rail transportation. But we doubt the possibility of constructing any system of railroads that can compete with the two water lines already mentioned. Experience establishes the fact that water transportation can be done at remarkably low rates, at prices so far below railroad rates—that rates that will enable railroads to pay even a moderate sum—that where the two come into competition, the water transportation will always be preferred. There can be little doubt, therefore, that the Mississippi river, on the one hand, and the St. Lawrence river on the other, will in the future divert by far the largest part of the carrying trade from the New York valley, from the route via New York."

THEATRE ROYAL

WILL ARRIVE

Per Steamer

PRINCE ALFRED

MRS. CHAS. COREILL'S

Great Troupe

OF

STAR PERFORMERS

AND APPEAR

MONDAY, NOV. 11, 1872.

Bring Your Families.

FURNITURE SALE.

J. P. DAVIES & CO.

WILL SELL BY

PUBLIC AUCTION

At their Saleroom Wharf St.

TUESDAY, NOV. 12th.

AT 11 O'CLOCK, A.M.

Double Express Wagon and

Pole,

Fine Line Engravings,

Poney and other Bedsteads,

Bedding, Pillows, Blankets,

Washboards, Washstands,

Mahogany Walnut,

Florence, Cane, Arm and

Kitchen Chairs,

Satin Faced Wall Paper,

Nests Market Baskets,

Tables,

Cooking, Office and Franklin

Stoves,

Striking and Time Clocks,

Linen and Paper window

Shades,

Crockery & Glassware,

1 Case Indian Baskets,

Boxes Window Glass,

LOT SUNDRIES.

TERMS CASH.

no8 J. P. DAVIES & CO., Auctioneer.

EX NAWORTH.

RAISINS—Muscats, Black and Sultan,

CURRANTS—In Tins and bulk,

IMPERIALS—In Tins and bulk,

DATES—In Tins and bulk,

CANDIED PEEL—In Tins and bulk,

ORANGE MARMALADE—In 1lb & 2lb Jars,

CONFECTONERIES—In 1lb & 2lb Jars,

FIGS—In large and small Boxes,

NUTS—Almonds and Brazilnuts,

CANDLES—Preston Belmont Sperm,

ARA—Superior Congo, in Half Cakes,

FIGURES—Assorted and Mixed, in glass & tin

ARROWROOT, Carobena Soda, Cream

Tartar,

VINAGAR—In 1 and 2 Casks, and in Jars &

Bottles,

SAGO, Curry Powder, Salad Oil,

SOAP—Coke's, Mottled in 25 & 50 B. Boxes,

OATMEAL—Robinson's—in 25 B. Boxes,

WORCESTERSHIRE SAUCE—plate & tin,

MUSTARD—in Tins and Glass.

no8 J. P. DAVIES & CO., Auctioneer.

ALSO

In Stock a general assortment of

GROCERIES & PROVISIONS.

RICHARD CARR,

no8 10 TRINIDAD WHARF STREET.

NOTICE.

THE BANK OF BRITISH NORTH AMERICA

will pay depositors on Money

Specialty—Interest at the following

rates:—

4 per cent. per annum subject to 15

days notice of withdrawal.

5 per cent. per annum subject to 30

days notice of withdrawal.

HENRY A. TUZ,

Manager.

Victoria, 1st October, 1872.

Miscellaneous Advertising